

CHINA

THE

MAIL.

Established February, 1845.

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HONGKONG, TUESDAY, JANUARY 8, 1878.

日初月二十年丑

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL

NOTICES OF FIRMS.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street, GEORGE STREET, 30, Cornhill, GORDON & GOTCH, Ludgate Circus, E. C. BATES, HENDY & CO., 4, Old Jewry, E. C. SAMUEL DRAGON & CO., 150 & 164, Leadenhall Street, London, December 5, 1877.

PARIS AND PARIS.—LEON DE ROSY, 19, Rue Monsieur, Paris.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.

SINGAPORE AND STRAITS.—SAYLIE & CO., Square, Singapore. C. HEINZEN & CO., Manila.

CHINA.—SWITZER, CAMPBELL & CO. Amoy, WILSON, NICHOLS & CO. Foochow, HEDGE & CO. Shanghai, LANE, CRAWFORD & CO., and KELLY & WALKER, Yokohama, LANE, CRAWFORD & CO.

BANK.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars. RESERVE FUND, 650,000 Dollars.

COURT OF DIRECTORS.

Chairman—H. HOPFUS, Esq.

Deputy Chairman—F. D. SASOON, Esq.

E. R. BELLINS, Esq.

W. H. FORBES, Esq.

H. W. KERSWICK, Esq.

A. MOLYNEUX, Esq.

Chief Manager.

Hongkong, THOS AS JACKSON, Esq.

Manager.

Shanghai, EWEN CAMERON, Esq.

London Bankers.—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 1 per cent per annum on the daily balance.

For Fixed Deposits—

For 3 months, 2 per cent per annum.

" 6 " 4 per cent.

" 12 " 5 per cent.

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,

Chief Manager.

Offices of the Corporation.

No. 1, Queen's Road East.

Hongkong, August 16, 1877.

To Let.

A OFFICE TO LET.

Apply to LANDSTEIN & CO.

Hongkong, September 15, 1877.

TO LET.

NOS. 4, and 5, PECHILI TERRACE, ELGIN STREET.

Apply to LANE, CRAWFORD & CO.

Hongkong, July 30, 1877.

TO LET.

HOUSE No. 9, Queen's Road Central, with Godowns attached.

House Nos. 2 and 8, Pedder's Hill.

"Bimber's Villa," Pek-foo-lum, Furnished.

DAVID SASOON, SONS & CO.

Hongkong, January 4, 1878.

TO LET.

THE Dwelling House and Office No. 1, D'Aguilar Street, lately in the occupation of Messrs DOUGLAS LAPRAIK & CO.

Three Offices, in Club Chambers.

Apply to DOUGLAS LAPRAIK & CO.

Hongkong, December 28, 1877.

NOTICE.

I HAVE This Day established myself at this Port as a MERCHANT and COMMISSION AGENT, under the Style or Firm of GEO. R. STEVENS & CO., who will henceforward conduct the Agency of the AUSTRALASIAN STEAM NAVIGATION COMPANY.

G. R. STEVENS,

Hongkong, December 28, 1877.

NOTICE.

I HAVE This Day established myself at this Port as a GENERAL COMMISSION AGENT.

J. V. VERNON SHAW,

Hongkong, November 1, 1877.

NOTICE.

I HAVE This Day established myself at this Port, under the Style or Firm, WEST POINT IRON WORKS, ENGINEERS AND BOILERMAKERS, BY WILLIAM DUNPHY & CO.

Late Manager of the NOVELTY IRON WORKS, Hongkong.

Wm. DUNPHY,

Hongkong, December 10, 1877.

NOTICE.

I HAVE This Day established myself at this Port, under the Style or Firm,

WEST POINT IRON WORKS,

ENGINEERS AND BOILERMAKERS,

BY WILLIAM DUNPHY & CO.

Late Manager of the NOVELTY IRON WORKS, Hongkong.

Wm. DUNPHY,

Hongkong, December 10, 1877.

NOTICE.

MR. HORATIO GAY JAMES was admitted a Partner in our Firm on the 1st January, 1878.

GEO. R. STEVENS & CO.

Hongkong, January 5, 1878.

NOTICE.

THE Business hitherto conducted in my name will from this Date be carried on under the Style of GROSSMANN & CO., Mr. G. A. GROSSMANN having become a Partner therein.

C. F. GROSSMANN,

Hongkong, January 1, 1878.

NOTICE.

MR. BERNHARD SCHMACHER is authorized to sign our Firm by procription.

CARLOWITZ & CO.

Canton, Hongkong, Shanghai,

January 1, 1878.

NOTICE.

M. R. H. F. MEYER has been admitted a Partner in our Firm from this Date.

MEYER & CO.

Hongkong, January 1, 1878.

NOTICE.

THE Interest and Responsibility of Mr. JOSEPH PEPPER, Barnes, in our Firm in China ceases from this Date.

HOLLIDAY, WISE & CO.

Hongkong, December 31, 1877.

NOTICE.

M. R. CHARLES DAVID BOTTONLEY was admitted a Partner in our Firm on the 1st July, 1877.

DOUGLAS LAPRAIK & CO.

Hongkong, September 22, 1877.

Entertainments.

IN AID OF THE FAMINE IN NORTH CHINA.

HONGKONG CHORAL SOCIETY.

THE FIRST CONCERT of the Season will take place

ON THURSDAY,

the 10th Instant,

and the Proceeds will be devoted to the Relief of the Sufferers by FAMINE in the NORTH of CHINA.

PROGRAMME:

PART I.

Overture, Pianoforte, arranged for 8 hands, "Don Giovanni," Mozart.

Part Song, "The Red, Red Rose,"..... Hatton.

Duet, for two Tenors, "Lorbeer und Rose,"..... A. E. Grell.

Solo, Pianoforte, "Fantaisie Impromptu," in C Sharp Minor, (Op. 66),..... Chopin.

By a Gentleman Amateur.

Solo and Chorus, "Blow Gentle Gales,"..... Bishop.

Chorus, "March of the Men of Harlech,"..... Rossini.

PART II.

Part Song, "Rise, Sleep no more,"..... Benedict.

Solo, Pianoforte, "Andante and Rondo Capriccioso," in E (Op. 14),..... Mendelssohn.

By a Gentleman Amateur.

Solo and Chorus, "Blow Gentle Gales,"..... Bishop.

Chorus, "March of the Men of Harlech,"..... Rossini.

To Commence at 9 o'Clock.

A Plan of the Hall can be seen at Messrs LANE, CRAWFORD & CO.'s, where Tickets (Price \$2 each) can be taken and Seats secured.

Hongkong, January 4, 1878.

NOTICE.

THE MEMBERS of the above CLUB will give a Performance at the THEATRE ROYAL, CITY HALL, ON SATURDAY,

January 12th, 1878.

When will be presented a Comedy ENTITLED

"NINE POINTS OF THE LAW," to be followed by a farce by MR. SELBY, Esq.,

ENTITLED

"Boots at the Swan."

Tickets may be had at Messrs LANE, CRAWFORD & CO. on and after Wednesday, January 2nd.

Doors Open at 8.30, Performance to commence at 9 o'clock.

CHAS. C. COHEN,

Hon. Secretary.

Hongkong, December 31, 1877.

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALOGUE.

Part I, A to K, with Introduction, Royal 8vo, pp. 202.—By ERNEST JOHN ETTLER, Ph.D., Tübingen.

Price: Two Dollars and a Half.

To be had from Messrs LANE, CRAWFORD & CO., Hongkong and Shanghai, and Messrs KELLY & WALKER, Shanghai.

Hongkong, February 8, 1877.

NOTICE.

I HAVE This Day established myself at this Port as a GENERAL COMMISSION AGENT.

J. V. VERNON SHAW,

Hongkong, November 1, 1877.

NOTICE.

I HAVE This Day established myself at this Port as a MERCHANT and COMMISSION AGENT, under the Style or Firm,

WEST POINT IRON WORKS,

ENGINEERS AND BOILERMAKERS,

BY WILLIAM DUNPHY & CO.

Notices to Consignees.

FROM LONDON AND SINGAPORE.

THIS S. S. *Glenaloch* having arrived, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk and stored in the Godowns of the Undersigned, whence and/or from the Wharf or Boats delivery may be obtained. Optional Cargo will be sent to Shanghai unless notice to the contrary is given before 4 p.m. To-day.

Cargo remaining undelivered after the 10th instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Agents, S. S. *Glenaloch*.

Hongkong, January 3, 1878. *jai2*

FROM CALUTTA, PENANG AND SINGAPORE.

THIS S. S. *Venice* having arrived from the above Ports, Consignees of Cargo are requested to send in their Bills of Lading to the Undersigned for counter-signature, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense, uninsured against fire.

JARDINE, MATHESON & CO.
Hongkong, January 2, 1878.

FROM CALUTTA, PENANG AND SINGAPORE.

THIS S. S. *Hindostan* having arrived from the above Ports, Consignees of Cargo are requested to send in their Bills of Lading to the Undersigned for counter-signature, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

DAVID SASSOON, SONS & CO., Agents.

Hongkong, January 8, 1878. *jai2*

BRITISH BARK FALCON, FROM LONDON.

CONSIGNNEES of Cargo by the above Vessel are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be landed and stored at Consignees' risk and expense.

ARNHOLD, KARBERG & CO., Agents.

Hongkong, December 24, 1877.

COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. T I G R E.

NOTICE.

CONSIGNNEES of Cargo per S. S. *Euphrat*, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before TO-DAY, the 31st instant, at 4 p.m., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after MONDAY, the 7th January, 1878, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

H. DU POUVEY,
Agent.

Hongkong, December 31, 1877.

Intimations.

AH YON,
SHIP'S COMPRADORE AND STEVEDORE,
No. 57, Preya Wer.

SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMAN'S STORES.

Of the best quality and at the shortest notice.
Hongkong, May 1, 1878.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be responsible for any Debts contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

FORMOSA, German 8-m. schooner, Capt. Schwer—Melschers & Co.

ANNE S. HALL, American barque, Capt. Chas. H. Nelson—Captain.

BIRKIN, British ship, Captain W. Royd—Order.

CENTRUM, British barque, Capt. Lang—machines.

YUEN, German barque, Capt. R. Dirks—Melschers & Co.

R. C. RICKERS, German ship, Captain R. O. Stolt—Wm. Pustau & Co.

DALE, British steamer, Capt. Thompson—Yuen Fat Hong.

PAKTON, British barque, Captain H. D. W. Sohl—Wieder & Co.

KIMA, German barque, Captain H. J. Grub—Wm. Pustau & Co.

ADMIRA & MARIA, German barque, Captain C. N. Dahl—Wm. Pustau & Co.

WAHNOB, British barque, Captain H. Baumann—Wieder & Co.

WASHING BOOKS,

(In English and Chinese).

WAHHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office—Price, \$1 each.

Prints, Mail Office.

To-day's Advertisements.

FOR MANILA.

The Steamship "MACTAN."

Capt. Enguaga, will be despatched for the above Port on SATURDAY, the 12th Inst., at Noon.

For Freight or Passage, apply to

J. V. SHAW,
Agent.

Hongkong, January 8, 1878. *jai2*

FOR SWATOW, AMOY & FOOCHOW.

The Steamship "DOUGLAS."

Captain G. D. PITMAN, will be despatched for the above Ports on SUNDAY, the 13th Instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO.

Hongkong, January 8, 1878. *jai2*

FOR SINGAPORE, PENANG AND CALUTTA.

The Steamship "VENICE."

Capt. P. L. RHODE, Commander, will be despatched as above on TUESDAY, the 15th Instant, at 3 o'clock p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.

Hongkong, January 8, 1878. *jai2*

FOR SINGAPORE, PENANG AND CALUTTA.

The Steamship "HINDOSTAN."

Captain T. S. GARDNER, will leave this for the above Ports on TUESDAY, the 18th Instant, at 3 p.m.

For Freight or Passage, apply to

DAVID SASSOON, SONS & CO., Agents.

Hongkong, January 8, 1878. *jai2*

CONSIGNEES of Cargo per Norwegian Bark VEGA, NORDBYRD, Master, from HAMBURG, are requested to take immediate delivery of their Goods from alongside the Vessel.

Cargo impeding the discharge will be landed and stored at Consignees' risk and expense.

Bills of Lading will be countersigned by Wm. PUSTAU & CO., Agents.

Hongkong, January 8, 1878. *jai2*

SHIPPING.

ARRIVALS.

Jan. 7, Adelina & Marianne, German barque, 800, O. N. Dahl, Bangkok Nov. 20, Wood—Wm. Pustau & Co.

Jan. 8, Amoy, British steamer, from Canton.

Jan. 8, Fuyew, Chinese steamer, 920, A. Cross, Shanghai Jan. 4, General—C. M. S. N. Co.

Jan. 8, Warrior, British barque, 919, Bathman, Bangkok Nov. 10, Rice—Wielers & Co.

Jan. 8, Annie Lorway, British barque, 752, Benjamin Gale, Bangkok Nov. 9, General—CHINESE.

Jan. 8, Feng Chau Kai, from a cruise.

DEPARTURES.

Jan. 7, China, for Canton.

8, Fuyew, for Canton.

9, Maharajah, for Salagon.

10, Bellona, for Singapore and Penang.

11, Tchin Tsin, Chi. g. b., for a cruise.

12, Martha Jackson, for Manila.

13, Glenside, for Swatow.

14, Namoa, for Coast Ports.

15, Black Prince, for Salagon.

16, Ningpo, for Shanghai.

17, Sir J. Family, for Manila.

18, Cleared.

Kate Carnie, for London.

Villa de Rivadavia, for Manila.

Colorado, for New York.

Morro Castle, for New York.

Fabius, for Tonkin.

Elise, for Haiphong.

PASSENGERS.

ARRIVED.

Per Fuyew, for Shanghai, 41 Chinese.

Per Warrior, from Bangkok, 3 Chinese.

DEPARTED.

Per Bellona, for Singapore and Penang, 555 Chinese.

Per Maharajah, for Saigon, 450 Chinese.

Per Ningpo, for Shanghai, 1 European and 80 Chinese.

TO DEPART.

Per Fabius, for Tonkin, 70 Chinese.

Per Elise, for Haiphong, 70 Chinese.

SHIPPING REPORTS.

The Chinese steamer Fuyew reports:

Strong N.E. winds and hazy wet weather throughout.

The British barque Annie Lorway reports: Strong monsoon and squally weather throughout.

GARO.

Per Teheran, sailed 3rd January, 1878.

For London: from Canton, 10,701 boxes Tea, containing 143,517 lbs. Sc. Casper, and 76,088 lbs. Sc. Or. Pekee—Total 226,108 lbs, and 9 cases Silks; from Macao, 797 boxes and 400 half-chests Tea, containing 40,447 lbs. Congou; from Shanghai, 704 boxes, 3,072 half-chests Tea, and 3,130 pkgs. (particulars unknown), 893 boxes Raw Silk, 4 cases Silks, and 29 boxes Waste Silk; from Yokohama, 655 boxes Raw Silk, and 35 boxes Waste Silk; For Continent: from Canton, 58 boxes Raw Silk, and 226 boxes Cocoons; from Shanghai, 295 boxes Raw Silk; from Yokohama, 123 boxes Raw Silk. For America: from Shanghai, 1,020 boxes, 402 half-chests Tea, and 111 pkgs. (particulars unknown).

POST OFFICE NOTIFICATIONS.

MAILS will close:

For DUNEDIN, N.Z.—

Per barque Mavis, at 10.30 a.m., on Wednesday, the 9th inst.

For SWATOW & AMOY.—

Per Zamboanga, at 8.30 p.m., on Wednesday, the 9th inst.

For HOIHOW AND HAIPHONG, with Mails for Pakhoi and Haiphong—

Per Date, at 8.30 a.m., on Thursday, the 10th inst., instead of as previously notified.

For HONOLULU AND CAILOAO.—

Per Periodic, at 11.30 a.m., on Friday, the 11th inst.; Postage to either Port 12 cents per £. or. No Registration.

For LONDON.—Steamers via Suez Canal.

Glorious, Caldera.

Lorraine, Cairnsburgh.

Galley of Lorne (a.), Liverpool.

St. George (a.), London.

AF AMOY.

For O. F., Cardiff.

Maxima, Swansea.

6th, Carl Wilhelm, Cardiff.

4, Oscar Mooy, Newport.

Nov., Catharine, Cardiff.

LOADING FOR CHINA AND JAPAN TRADE.

At London.—Steamers via Suez Canal.

Glorious, Caldera.

Lorraine, Cairnsburgh.

Galley of Lorne (a.),

THE CHINA MAIL.

no doubt, to the cold weather and the departure of the 28th Regiment. Those present, however, spent a very pleasant hour and a half. Mr Fraser-Smith gave another of his well-chosen recitations and was loudly applauded. Mr J. S. Cox, who occupied the chair, said that he was sorry to see so few people present. The Temperance Hall was an institution that did a great deal of good, but it required the public support. He (Mr Cox) would be glad to see the institution established in much larger premises. He then went on to say that the entertainments formed a great feature in such institutions, and in order to make them successful he would ask those present to influence their friends to come forward and help them. The programme on this occasion was a very good one, and much credit was due to those gentlemen who took so much trouble in providing these pleasant entertainments. Mr Woodford and Mr Lammet were again present, and treated the audience to some excellent music. The meeting separated about 9 past 10 o'clock.

At the Marine Court to-day, William Cooper, second mate of the British barque *Bribeane*, was charged with assaulting Tsang-a-min, cook of the same vessel. The complainant stated that the defendant refused to give him leave to go on shore on the 1st instant and he (complainant) said that the Captain would not refuse him leave if he was on board, whereupon the defendant struck him. The complainant then went on shore, and the next day morning he asked for some potates when the defendant again struck him and made the marks which he now showed. He (complainant) then jumped overboard and was picked up by a police boat. The defendant stated that the complainant had made use of very abusive language to him and took up two cleavers to strike him. This was on the 1st instant. On the 2nd defendant asked him why he was so abusive when he repeated the abuse, and he (defendant) thrashed him. Fined \$5 or five days' imprisonment.

The *Athenaeum* has some very sensible remarks on the use of soda water, which although they are addressed to Indian readers have equally pertinent application to drinkers here. The writer points out how many people who abjure the drinking of water on the ground that it is prejudicial to health, uniformly supply its place by soda water, believing that with that they are perfectly safe. That this is a great mistake is proved by the number of cases of alarming illness, which are traceable to some poison, either vegetable or mineral, contained in the soda water bottle. Although aerated waters of native manufacture are more likely to contain poisonous elements than those put up by known makers at home, these latter are not entirely free from suspicion, and are often prepared from impure and tainted water. The *Court Journal* some time since remarked that "nothing can exceed the flatness and nauseous flavour of some of the aerated waters of commerce when once the gas has been allowed to escape." As the writer in the *Athenaeum* remarks, such a change is not due to metallic changes; but must be caused by the water itself. It is even thought that some of the numerous cases of typhoid fever which have lately occurred among the upper classes in England may be traced to the same source. Another very fruitful source of discomfort, if not of actual illness, after drinking soda water, is to be found in lead poisoning arising from the pipes used in its manufacture, and the use of uncleaned, lead-tipped syphons in the place of the old-fashioned glass bottles. The soda water manufactured by Chinese and native makers both in Tokio and Yokohama, and which but a short time since was largely consumed both in restaurants and in the houses of foreigners at Tokio, is altogether bad, and we are acquainted with several cases where those who drank of it suffered severely. Where it is so largely used as here, too much care cannot be taken in investigating its quality.—*Japan Mail*.

CONSIDERABLE surprise has been excited by the announcement that General Stadel, the United States Consul for Hiogo and Osaka, has received orders from Washington to proceed at once to Shanghai and assume temporary charge of the Consulate General there. No particulars have been divulged, and the reasons for the sudden change can only be conjectured. Numerous possible explanations suggest themselves, but none of them sufficient to cover all the circumstances of the case. Perhaps the most reasonable is that the present incumbent, Mr. Wells, may not have been confirmed in office by the Senate, notwithstanding the apparent certainty of his prospects. It may be, again, as has been rumored, that he has found the post distasteful and has himself asked to be relieved. Or his conduct of the case against Bradford, the former Vice Consul General, may have been open to technical objections and therefore disapproved. Another supposition is that he is to be left free to pursue a further investigation in other directions, under instructions from home. Last of all, and to our mind most improbable, is the idea that the State Department is determined to allow the course of scrutiny to proceed no further, and thus to emphatically signify its displeasure at the consequences of Mr. Wells's energetic action.

We attach little credit to this final theory.

The hope of "civil service reform" may be an illusion, but no administration would be likely to venture an action so defiant of official propriety as this would be. We shall know all anon. Meanwhile General Stadel goes to Shanghai and Mr. E. S. Benson acts in his place at Kobe.—*Tokio Times*.

Police Intelligence.

(Before James Russell, Esq.)

Jan. 8, 1878.

DRUNKS.

Baptiste Griffin, a seaman belonging to the French man-of-war *Le Edouin*, was charged with being found drunk in the Queen's Road. He was taken to the

Station by P.C. Maxwell. Ordered to pay 10 cents amends.

Claude Piran, a musician belonging to the French Flagship, was charged with a similar offence, and ordered to pay 10 cents amends.

BREACH OF GAOL REGULATIONS.

Chau Aoi, a widow, was charged with a breach of the gaol regulations. James Mulgrave sworn stated: I am a turnkey in the Victoria Gaol. There is a man committed for trial to whom the defendant, brings food daily. She has been cautioned as is usual, not to bring any opium or tobacco in the gaol, and was told that if she did so she would be charged at the Police Court. The morning she brought some food, and after it was searched and passed, she handed a towel to the prisoner holding a small portion of it in her hand. I took the towel and found that there was a piece of opium in it. I produce it. The introduction of opium into the Gaol leads to fights amongst the prisoners.

Defendant stated that she lived in the same house with the man in Gaol, and his relations asked her to take him some food and the towel; she did not know the opinion was in the towel. Fined 50 cents or 2 days' imprisonment.

"THE COURSE OF TRUE LOVE NEVER" &c. Ip Ah-sung, a shopman, and Chu Aki a widow, were charged with fighting and creating a disturbance in Third Street Jum-ping-pool. The 1st defendant stated that the 2nd defendant was formerly his sweetheart and he had now left her about a year. Last night he was passing her house in Third Street, she pulled him into the house and wanted him to give her \$2. He (1st defendant) refused and she then seized hold of him and her paramour took \$2 from him. Second defendant stated that last evening the 1st defendant came into her house and he saw another man there, who he supposed to be her paramour and then he struck her. Mr Russell ordered the "sweethearts" to be bound over in \$10 each to keep the peace for one month.

GAMBLING.

One A-tso, a blacksmith, and ten others, were charged by Sergeant Gordon with being found gambling at No. 33, Gilman's Bazaar. The defendants were arrested by virtue of a warrant granted by the Acting Superintendent of Police (Mr Creagh).

When the Sergeant entered the house there was a general rush for the door, and P. C. Hogg and Dwyer arrested a number of the men.

Tan Afuk, a servant unemployed, proved having gambled in the house when the 1st defendant acted as manager of the game. The police found all the evidences of gambling in the house. Mr Russell fined the 1st defendant \$100 or 4 months' hard labour, 2nd defendant \$50 or 2 months' hard labour, and 3rd \$25 or 1 month's hard labour. The others were fined \$15 each or 3 weeks' hard labour, with one exception viz: the last defendant, who was fined \$10 or 14 days' hard labour.

China.

AMOY.

In the absence of any political or other public topic of importance, I write to give you the news of a storm in the peaceful atmosphere of the Amoy Church, which is exercising everyone just now. Don't be unduly excited; it is no dreadful sound, no carnal backsliding on the part of one of the brethren, nothing more than the sudden recall of one of the ablest of the ablest Missionaries here—one Mr. Dukes—whom you may have seen up at the Conference—by the Board at home; but in that he happens to be a man who has won a certain respect from the community, for he preaches eloquent and thoughtful sermons one can listen to, and does do some Missionary work in the country round, we are all very angry and indignant at his being so suddenly taken away. His crime is a secret, but there is no doubt there is no just complaint to make. Some say he refused to excommunicate two old women who could not walk five miles every Sunday to attend the Mission Chapel; some say he was once seen at a croquet party; some say one thing, some another; but the most serious charge I have heard is that, in a letter to the Board, he cast doubts on the veracity of the missionary reports; that he challenged the number of conversions, and questioned both the quality and sincerity of the converts; that he disbelieved the Spectator even suspected why fogging was first introduced in Hongkong. The truth is, that the punishment is almost a recent innovation. From ten to fifteen years ago it was unknown; and at that time the little island was the prey of miscellaneous brigandage to an extraordinary extent. It was not safe in broad daylight to take a walk on the hills, a mile from the town. The Chinamen would mark down any solitary Englishman who ventured to do this, and a little gang of six or seven would attack him, shrouded in the fog, to confine him, knock him down, and rob him. Very often the victim was badly hurt, sometimes killed, for Chinamen have no more tenderness for life than Englishmen for cobwebs. In this case, the punishment was inflicted on the colony itself, crimes of this nature were of constant occurrence. Chinamen in a party always walk in single file. There is never anything surprising in seeing six or seven so coming along the road. The first two or three would pass you, holding a childlike and bland air about the wood. You would be shocked to think of your first suspicion, when just with a turn of the wrist the last of the file would send a handful of pepper in your face, and then the rest would be on your back from behind like so many leopards. The difficulty of detection afterwards was very great, and the deterrent effect of the punishment in vogue, penal servitude, &c., apparently not. The native population was in a fluid state, ebbing and flowing from Canton, one day's sail up the river; and the British colony was apparently a sort of hunting-ground for the roughs of the city. Then—if we remember rightly, during the Governorship of Sir Hercules Robinson, who afterwards reigned in Ceylon—there was introduced, with much mirth, and in face of some mawkish opposition, a statute to which the colonists have since looked back as the charter of their freedom from robbery with violence,—the "flogging ordinance." Robbery with violence, and other offences of the rougher sort, were then forwarded punished with flogging, and the colony in the course of a little while became a safe place to live in. The Canton roughs took quite a new view of their duty to their neighbour after that. In a few years one could go out for a picnic in the Hongkong hills, and highway muriels were spoken of as things of the past. There must always be a high percentage of crime in Hongkong; but the place is another colony now compared to what it used to be. And therupon supervenes a humanitarian Governor, who cries—how shocking it is to find these brutal punishments prevailing among a well-behaved submissive race of people like the Chinese. Forthwith he begins to unravel the web of his predecessors. True, it is possible that the remedy may now have wrought its effect, and that some relaxation may be safe; but the hardest English laws are very mild as judged by Chinese standards. To make the laws of Hongkong mild by ours, will be little less than sending an invitation to the opium-smokers of Canton.

I am sorry for it, for he was to all seeming a good honest man believing what he preached, possessing considerable culture, and exerting a most useful influence over both Chinese and Europeans; checking those inclined to scoff, both by the weight of argument and by the greater weight of blameless life; leading men to think by ever suggesting and following out for them new trains of thought, and often persuading by kindly Christian eloquence those who would have been repelled by the canting formalism or vulgar ignorant assumption too often found in Missionary pulpits. But

the Board are doubtless right, for the Missionary must have Faith in his Society, and that it would seem he had not; and devotion to its interest, and charity to utter blindness to its faults.

So he has gone. The community wished to retain him specially to conduct the weekly services, and the native converts offered themselves to pay his salary; but had he stayed he must have defied the Board and caused a scandal; and moreover made schism in the native church, every member of which would have followed.

When we had been about forty minutes up, I fell a wind, and said so to Mr Lynn. "Then," said he, "we are going down, and you feel the air coming up against you as you lean over the edge of the car." He threw out a little ballast and the wind died away. The cause of the tendency to sink was the condensation of the gas in the balloon from cold as evening approached. When the ballast was thrown out we ceased to descend and began to go up. We then moved slowly to the south-west and got over the harbour. The P. and O. ships were soon underneath us. We marked with a pencil on the edge of the sea the apparent length of one of these magnificent steamers; she appeared to be 8-Sths of an inch long! Looking straight down we could distinctly see the bottom of the harbour; the different colours of the mud—here grey, there brown—could be seen through the ripples of water apparently only ankle deep. Far down, floating apparently just above the surface of the water, smaller but butterflies, were flocks of gulls, their shadows being more distinct than themselves at a distance, which showed that they were really flying at a considerable elevation. While we were going—so slowly!—over the P. and O. ships and across the harbour in the direction of Elephants, we felt the wind again. A portion of the remainder of the bag of ballast was thrown out, and we rose a little. Still we made no perceptible progress, and we wished heartily that we were no longer above the masts and funnels of those steamers. A couple of steam dredges were also nearly under us, and one of them certainly had her furnaces going. The balloon began to descend again. Mr Lynn, taking a hopeful view of the situation, said that if we did fall were we not made? Still we should not be killed; the balloon would settle down gradually, the silk tearing and giving us time to get into the rigging. Still we agreed that it would be better—if we were to fall—to come down in the open water beyond. The current of air seemed to wait us just at this moment further down the harbour; we were soon abreast of the works in progress for the new Elphinstone Dock, and we could hear the voices of the men at work. We were clear of the ships and were going in the direction of Oorun. We were a couple of thousand feet lower than we had been, and the wind rushed through my open fingers as I held my hand over the side of the car. "This is too fast," said Mr Lynn, "we must throw out the last ballast." The ballast was thrown out and the descent was arrested. I looked at my watch and found that we had been up just one hour.

"Now for the cork jackets," said the captain of the balloon; "put on yours; we shall be in the water in five minutes!" I put on my jacket; he essayed to put on his, but he had never put on one of the kind before! This mishap was remedied, and we had leisure to notice the wind again. We were coming down with great velocity. "Is there nothing to be thrown out?" I asked. "Nothing!" We saw the surface of the water a few hundred feet beneath us. "Stand up," said Mr Lynn "and hold the ropes." Take care of the first shock. When you get in the water, don't mind what the car does, but keep on the upper side of it! We both stood up, holding the hoop with one hand, a rope with the other, so as to be free to spring upward and avoid the impact of the first blow of the car against the water. It soon came. We jumped some feet into the air, but held fast. The car and balloon seemed to go up again for an instant, but the car was soon on the water and then under. There was now no lack of wind. It blew strongly and carried the balloon at a great pace just above the surface of the water in the direction of Oorun at the other side of the harbour. The grapping iron, attached to a rope, 150 feet long, for an instant caught in a shoal some 12 feet deep near where we first fell in the water. But the balloon dragged it free, and we went on into water which we afterwards learned was some fifty-five feet deep. The car was sometimes completely under water, sometimes it almost got clear of it. Three times the balloon dipped its side into the sea, but fortunately if recovered its slanting position and towed the car along.

We were for the first few minutes while dragging in the water both in the car, and as it sunk occasionally we were in considerable danger of getting entangled in the ropes and being kept under. So I got out of the car and stood on its uppermost edge, holding on by the external ropes. The wind kept the balloon, and consequently the car, continually revolving. If we had gone under in any revolution our own weight would have kept the side under. So we had to keep perpetually on the move, Mr. Lynn like a squirrel in a cage, and I like a man beside of a wheel, shifting our position so as to keep always above and never get below. Several times Mr. Lynn was completely immersed, the car sinking so deep that I, who was always on the topmost edge, was immersed to the armpit pits. We were, I suppose, dragged along for fifteen minutes or more in this way. We certainly went nearly a mile through the water, and I saw Oorun getting visibly nearer to us. There was a boat far to the east, but though we hailed it we both agreed that even if it heard it could not overtake us. The perpetual rotation of the balloon on its axis—and it sometimes reversed the direction of its revolution with a jerk that added to the difficulty of keeping one's grip—kept us very actively employed indeed. We noticed a remarkable variation of the temperature of the water. Cold where we first fell in, it soon became positively warm. Then it changed again cold, and once more it became warm for a short space. Mr. Lynn showed a degree of self-possession and coolness which made it almost a pleasure to be in the water with him. He gave no directions but those distinctly necessary, and then in the briefest and pleasantest way. We soon espied a native boat with a large sail coming towards us from the direction of Oorun. Mr. Lynn at once planned what was to be done—get the boat to make fast the balloon rope, then take us on board, and tow the balloon, or accompany it as it went with the wind, to Oorun, where it could be emptied and rolled up. Presently the boat came up, and we made known what we wished to have done. The crew were very active and intelligent, and ran the boat to windward of the balloon, trailing their anchor across the long balloon rope. The latter was caught and apparently made

A PERILOUS BALLOON ADVENTURE.

Mr Grattan Geary, who accompanied Mr Simmons Lynn in his second balloon ascent at Bombay, on Saturday, gives the following description of their descent into the harbour:—

The boat then came alongside the car, and Mr. Lynn told me to jump in. I hesitated for a moment, not seeing well how Mr. Lynn was to get free when my weight was off the car. The balloon just then gave a sudden revolution and sent the car sheer under water and nearly under the boat. Mr. Lynn's sun hat was washed off his head, and he called to me to catch it. I put my hand down and laid hold, not of his hat but of part of his cork jacket. The crew rescued his hat, while I helped him up through the ropes to the outside of the car. Then I jumped into the boat and felt the balloon rope taut. I was partly resting on it, but instantly jumped clear. Mr. Lynn was pulled into the boat. He was scarcely on board when the balloon shot up like a rocket; the rope went with it, carrying away the boat's rope and the boat's anchor, which went past us with a whiz not pleasant to hear. In a few minutes she was at an elevation fully double, perhaps treble, that of half an hour previously. It went first east, then a little to the west, and finally to the south-east, falling at dusk somewhere beyond Panwil.

H.M.S. "THUNDERER."

It is assuring that one at least of our doubtful ironclads has proved to be thoroughly seaworthy, and has successfully sustained one of the most severe tests that could be applied. During the very height of the gale on Sunday last, a gale of almost unexampled fury even in the English Channel, the *Thunderer* made the passage from Portland to Spithead. It is said that all her officers are enthusiastic in her praise, that although having her bow often immersed to a depth of six feet, her reserve of buoyancy was so great that "she lifted readily and shook the water from her as freely as if it flies from a duck's back." As might be expected, she suffered somewhat in the more perishable parts; a great quantity of glass was broken, her steam-steering gear was strained, and in some other particulars she showed the effects of the frightful weather she had encountered. The complete success of the *Thunderer*, and her admirable behaviour under circumstances of unusual difficulty, will (says the *Broad Arrow*) give increased confidence in the sister-ship *Devastation*, and the resemblance of these two turret-ships to the *Dreadnought* will well encourage us to hope that at least these untried, low-freeboard turret-ships may be relied upon to perform short voyages in the worst weather with safety and comparative comfort to the officers and crew. We must wait for the report of the Committee on the *Invincible*, or for her actual trial under such trying conditions, before we can speak so positively of her, but we trust that, with the *Ajax* and *Agamemnon*, she will pass with equal credit through the coming ordeal.

EUROPEAN GOSSIP.

(Pioneer.)

General Grant is the object of attraction this week in Paris. People run to gaze

at astonishment on a General President who has laid down office without a *coup d'état*, and who has survived the miseries of such a position. The newspapers have tried to draw the General, and have signally failed.

I think his reply to one interviewer famous for obtaining State secrets from great men he never sees—was excellent.

Mr. Perrier, like all Parisians, journalists in especial, believing the sky hangs over Paris, commended with General Grant

for his actual trial under such trying conditions, before we can speak so positively of her, but we trust that, with the *Ajax* and *Agamemnon*, she will pass with equal credit through the coming ordeal.

For in that heat such evils may remove. We need not shun off this mortal coil, But save our lives. 'Tis this experience.

That makes so many take the Turkish Bath: For who would bear the whine and sting of pain,

The pang of Asyopia or Bright's disease,

The torments of asthma or the woe,

That aches upon the infirmities bring.

When he himself might his deliverance take With a bare body?

ALL THE PILGRIMS WHO VISIT MECCA CAST AN OFFERING INTO THE THREE SEPULCHRES FOR THE DEFENCE OF ISLAM.

IT IS CALCULATED THAT NOT LESS THAN 15,000,000 FRANCS ARE THUS CONTRIBUTED, AND FROM ONE OF THE SEPULCHRES WHICH WAS OPENED IN 1820, IMMENSE SUMS WERE DRAWN. ANOTHER SEPULCHRE WAS OPENED DURING THE CRIMEAN WAR, AND NOW THE SHEIKH UL-ISLAM HAS GONE TO MECCA TO DRAW FUNDS FROM THE THIRD, WHICH HAS NOT BEEN OPENED SINCE 1415. TAKING THE THREE SEPULCHRES TOGETHER, IT IS COMPUTED THAT THEY MUST CONTAIN ABOUT 600,000,000 FRANCS.

"BERKSHIRE," Sept. 1869.—Gentlemen, I

feel it a duty I owe to you to express my gratitude for the great benefit I have derived by taking "Norton's Camomile Pills."

I applied to your agent Mr. Bell, Berkshires, for the above-named Pills, for wind in the stomach, from which I suffered exorbitant pain for a length of time, having tried nearly every remedy prescribed, but without deriving any benefit at all. After taking two bottles of your valuable Pills, I was quite restored to my usual state of health. Please give this publicity for the benefit of those who may thus be afflicted.

—I am, Sir, yours truly, HENRY ALLIAR.

—To the Proprietors of Norton's Camomile Pills." —1869 Sept 7.

Quotations.

